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# Phase I Environmental
# Site Assessment

Proposed Milpitas Library Expansion Parcels
Milpitas, California

This report has been prepared for:

**City of Milpitas**
455 E. Calaveras Boulevard, Milpitas, California 95035-5479

June 3, 2004
Project No. 692-15


Belinda P. Blackie, R.E.A., P.E.
Senior Project Engineer

Stason I. Foster, P.E.
Principal Environmental Engineer


REGISTERED PROFESSIONAL ENGINEER
STASON I. FOSTER
No. 051495
EXP. 6-30-06
CIVIL
STATE OF CALIFORNIA

**LOWNEY**ASSOCIATES
Environmental/Geotechnical/Engineering Services

*Mountain View*
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June 3, 2004
692-15

Mr. Michael Boitnott
**CITY OF MILPITAS**
455 E. Calaveras Boulevard
Milpitas, California 95035-5479

**RE: PHASE I ENVIRONMENTAL SITE ASSESSMENT**
**PROPOSED MILPITAS LIBRARY EXPANSION PARCELS**
**MILPITAS, CALIFORNIA**

Dear Mr. Boitnott:

As requested, we have performed a Phase I environmental site assessment of five parcels to be included in the proposed Milpitas library expansion project, located in Milpitas, California.

We refer you to the text of the report for details regarding this study. To help us continue to add value to your projects please visit the feedback section on our web site at http://www.Lowney.com/feedback. Your opinion is important to us. Thank you for choosing us to assist you. If you have any questions, please call and we will be glad to discuss them with you.

Very truly yours,

**LOWNEY ASSOCIATES**

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Principal Environmental Engineer

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Copies: Addressee (5)

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405 Clyde Avenue Mountain View, CA 94043-2209 Tel: 650.967.2365 Fax: 650.967.2785
http://www.lowney.com

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# 1.0 INTRODUCTION

## 1.1 Purpose

This Phase I environmental site assessment was performed under contract with Nolte Associates, who is assisting the City of Milpitas with their planned purchase and redevelopment of the site shown on Figures 1 and 2. The planned development consists of a new library facility.

The purpose of this study was to strive to document recognized environmental conditions at the site related to current and historic use of hazardous substances and petroleum products. The term "recognized environmental conditions" means the presence or likely presence of hazardous substances or petroleum products on a property under conditions that indicate a significant release or significant threat of a release into the ground, ground water, or surface water.

## 1.2 Scope of Work

As requested, the scope of work for this study was performed in general accordance with the American Society for Testing and Materials (ASTM) Designation E 1527-00 as outlined in our agreement dated March 4, 2004. The scope of work included the following tasks.

- Reconnaissance of the site and limited drive-by survey of adjacent properties for readily observable indications of current or historic activities that have or could significantly impact the site.

- Review of readily available topographic maps and reports to evaluate local hydrogeologic conditions including anticipated ground water depth and flow direction.

- Review of readily available documents, maps, and aerial photographs, and interviews with knowledgeable persons to evaluate past land uses.

- Acquisition and review of a regulatory agency database report to evaluate potential impacts to the site from reported contamination incidents at nearby facilities.

- Review of available regulatory agency files to obtain information about the use and storage of hazardous materials at the site.

Our scope of services did not include sampling or analysis of on-site building materials, air, soil, or ground water. The limitations of this Phase I environmental site assessment are presented in Section 6.0..

## 2.0 SITE RECONNAISSANCE

### 2.1 Site Location and Ownership

The site includes five parcels located along Winsor Avenue and North Main Street in a primarily light industrial area of Milpitas, California. The five parcels are bounded by City of Milpitas property (service yard, former senior center, and parking lot) to the north, light industrial and commercial buildings to the south, North Main Street, vacant lots, and the East Calaveras Boulevard off-ramp to the west, and Southern Pacific Railroad tracks to the east. Site location and ownership information is shown in Table 1.

**Table 1. Site Information**

| Site Address | APNs | Acreage | Site Owner | Sq. Footage of Building(s) |
|---|---|---|---|---|
| 86 North Main Street | 028-24-025 | 0.14 | Juan/Rose Rodriguez Trust | 1,297 sq. ft. |
| 112 and 116 North Main Street | 028-24-020 and 028-24-026 | 0.50 (0.25 acres per parcel) | Dorothy A. and Ruth A. Winsor | Main building approximately 4,500 sq. ft.<br><br>Shed approximately 100 sq. ft. |
| 94, 110, and 130 Winsor Avenue | 028-24-014 | 0.30 | Dorothy A. and Ruth A. Winsor | 94 Winsor Ave. approximately 2,500 sq. ft.<br><br>110 Winsor Ave. approximately 2,000 sq. ft.<br><br>130 Winsor Ave. approximately 3,000 sq. ft. |
| No street address available | 028-24-015 | 0.02 | Dorothy A. and Ruth A. Winsor | No buildings |

### 2.2 Topographic Features and Hydrogeology

Based on U.S. Geological Survey (USGS) topographic maps, the site's elevation is approximately 15 feet above mean sea level. Topography in the vicinity of the site slopes gently to the northwest toward the San Francisco Bay. Based on documents prepared for the site available on the Santa Clara Valley Water District (SCVWD) website, the shallow water-bearing zone likely is encountered at depths of approximately 12 to 17 feet, with stabilized ground water present at depths of 5 to 9 feet. Ground water beneath the site likely flows to the northwest (California Environmental Management Service Company 2002).

## 2.3 Site Visit

To observe current site conditions, our representative, environmental engineer Belinda Blackie, visited the site on March 29, 2004 and was accompanied by Mr. Bruce Pallack of Garbe's Towing on her reconnaissance of 112 and 116 North Main Street and 110 and 130 Winsor Avenue, Mr. Doug White of Jerry's Body Shop on her reconnaissance of 94 Winsor Avenue, and Ms. Rose Rodriguez on her reconnaissance of 86 North Main Street. At the time of our site visit, the subject parcels were developed with assorted wood-framed buildings and fenced storage yards. The current site tenants and further details of their facilities are listed in Table 2 and in the following descriptions.

**Table 2. Current Site Tenants**

| Address | Tenant | General Use |
|---|---|---|
| 86 North Main Street | Rental | Single-family residence with associated storage shed |
| 112 and 116 North Main Street | Garbe's Towing and Economy Towing | Former shop/residential building used for storage; one small shed and carport also used for storage; paved areas used for parking vehicles |
| 94 Winsor Avenue | Mr. Doug White | Sheet metal shop and storage |
| 110 Winsor Avenue | KDX Services | Storage and maintenance on old Grayhound bus |
| 130 Winsor Avenue | Garbe's Towing<br>Milpitas Transmission | Automotive repair and storage |

### 2.3.1 86 North Main Street (APN 028-24-025)

At the time of our reconnaissance, the 86 North Main Street parcel was developed with a single-family residence. The residence was occupied, and therefore the interior was not observed. The remainder of the parcel included a lawn along North Main Street, an asphalt-paved driveway on the southern side of the residence, and concrete-paved areas to the east and north of the residence (Figure 2). Assorted household items were observed stored beneath roofing overhangs to the south and east of the residence. Three auto batteries, 1 cylinder of propane, one 2-gallon gas can, one approximately 5-gallon plastic container possibly containing oil, and two 1-gallon cans of paint were observed on the asphalt to the side of the driveway; six 1-quart to 1-gallon cans of paint were observed on the concrete beneath the overhang to the east of the residence. One small shed was located in the side yard to the north of the residence; bicycle wheels were observed within the shed. A large shed with an asphalt floor was located to the southeast of the residence. Household items and small (1 quart or less) bottles of assorted automotive and cleaning chemicals were observed within the main room of the shed; one auto battery and one bottle of fertilizer were observed within a small cupboard outside the shed.

### 2.3.2 112 and 116 North Main Street (APNs 028-24-020 and -026)

One wood-framed structure with a concrete floor was observed along the North Main Street frontage of the 112/116 North Main Street parcels (Figure 2). A water tower (without a water tank) was attached to the structure. According to Mr. Pallack, the building was a historical blacksmith shop and was later used by the City of Milpitas for office and storage purposes. The building was leased to Garbe's Towing, but at the time of our reconnaissance it was being used by Mr. Pallack for storage of assorted items, primarily items reportedly from his personal garage and home. Approximately eight automobiles, a trailer, two boats, several electric forklifts, tires, auto batteries, assorted auto parts and pieces, toys, holiday decorations, lawn mowers, generators, and pallets of forklift batteries were observed within the building. Small quantities (individual bottles of approximately 1 quart to 1 gallon each) of assorted cleaners, paints, and automotive chemicals were observed on the concrete floor and stacked on other materials. Minor staining of the concrete floor was observed, as was moderate corrosion of the concrete floor adjacent to one pallet of forklift batteries. Restrooms were observed on the north side of the building, reportedly added on by the City of Milpitas. Due to water leakage into the restrooms, the walls and ceilings of these rooms were badly damaged and deteriorating.

A carport-type structure with a deteriorated concrete floor was connected to the eastern side of the main structure (Figure 2). Numerous pieces of metal and wood were observed within the structure.

One small metal shed was also present on the parcels (Figure 2). According to Mr. Pallack, the shed was previously used by the City of Milpitas for hazardous materials storage. The shed, located on a concrete slab, was observed to contain numerous tires, other automotive parts, and assorted metal and wood pieces stored by Economy Towing.

Adjacent to the southern property boundary, approximately midway between North Main Street and Winsor Avenue (Figure 2), a gasoline underground storage tank (UST) and associated dispenser reportedly were historically present. The concrete pad on which the dispenser was formerly located remained present on-site. According to Mr. Pallack, the UST was located immediately east of the dispenser pad, beneath an area of uncovered soil. Currently, two 1- to 5-gallon containers of weed killer (Round Up and Easy Gone), one bottle of Simple Green cleaner, and numerous tires were present on the soil in this area.

The remainder of the parcels, divided by a chain-link fence running east/west down the middle of the lot, was being utilized for storage of vehicles by Garbe's Towing and Economy Towing. The asphalt paving covering the exterior areas of the parcels was degraded and minor to moderate oil staining (associated with vehicle parking) was observed. Many of the stored vehicles had oil pans beneath their engines. Three tow trucks and one forklift were also observed parked on the parcels. Immediately inside the gate at the entrance to the Economy Towing vehicle parking area, a concrete pad (Figure 2) was observed. The City of Milpitas reportedly used this pad to park a street sweeper.

### 2.3.3 94 Winsor Avenue (APN 028-24-014)

One wood-framed, metal building with a concrete floor was present on the 94 Winsor Avenue portion of APN 028-24-014. The current building tenant was Mr. Doug White. According to Mr. White, the building was previously used as an auto body shop, but current activities within the building primarily included custom sheet metal work and commercial/industrial air conditioning. Several pieces of sheet metal-working machinery were present within the building, as was a drill press, a spot welder, one car, and a scissor lift. Numerous shelves of automotive-related parts, tools, and other items, as well as small quantities (1 quart to 1 gallon) of automotive-related chemicals were observed. Similar types of chemicals were also observed at numerous locations elsewhere within the building, as were four cylinders of propane. Mr. White stated that previously, when auto body repair work was performed on-site, paints were stored in the building. Painting reportedly is no longer performed at the facility. Small quantities of refrigerant used in the air conditioning business reportedly are not stored in the building.

Adjacent to the southern side of the 94 Winsor Avenue building was a small fenced storage yard with an asphalt-paved surface (Figure 2). One forklift was observed within the yard.

### 2.3.4 110 Winsor Avenue (APN 028-24-014)

One wood-framed, metal building with a concrete slab floor was present on the 110 Winsor Avenue portion of APN 028-24-014. At the time of our reconnaissance, Mr. Keith Dimmick was leasing the building to store a Grayhound bus, according to Mr. Pallack. Along with the bus, assorted household items were also observed stored within the building, which included a large work area and small office. One rolling metal shelving unit was observed within the building. One 5-gallon can of diesel and one 5-gallon bottle of kerosene, as well as other small (1 quart to 1 gallon) containers of automotive and cleaning chemicals were stored on the shelving unit. A roll-up door at the rear of the building opened up towards the adjacent railroad tracks.

Adjacent to the southern side of the 110 Winsor Avenue building was a small, fenced storage yard with a deteriorated asphalt paved surface (Figure 2). Two empty poly drums were observed within the yard. According to Mr. Dimmick, these drums previously contained water.

### 2.3.5 130 Winsor Avenue (APNs 028-24-014 and -015)

One wood-framed, metal building with a concrete floor was present on the 130 Winsor Avenue portion of APNs 028-24-014 and 028-24-015. A narrow strip of asphalt was present between the building and Winsor Avenue; the building backed up to the adjacent Southern Pacific Railroad tracks. The building was being used for automotive repair (transmission repair) purposes at the time of our reconnaissance. The current tenants of the building were Garbe's Towing and Milpitas Transmission. According to Mr. Pallack, Garbe's Towing just occupies a small office within the building and the remainder is utilized by Milpitas Transmission. Three automotive servicing areas were observed. Two of the servicing areas had aboveground hydraulic lifts. Assorted automotive parts and materials, stored both on shelves and stacked on

the floor, were present in the service area. Minor to moderate staining of the concrete floor was observed.

A lathe was observed in the service area, as was a compressor on a wooden platform. Three 55-gallon drums (one containing motor oil, one containing transmission fluid, and one containing kerosene) were observed within a metal secondary containment tub. Several other 1- to 5-gallon cans of antifreeze and paint and a 10-gallon drum of kerosene (for the facility heater) were stacked on top of the 55-gallon drums. An additional 15-gallon drum of oil was observed outside the secondary containment, adjacent to the roll-up door. Several empty drums were also present, as were several auto batteries. Small containers (1 quart to 1 gallon) of other cleaning and automotive chemicals were observed throughout the building.

A broken parts-cleaning sink was observed within the main servicing area; significant staining of the floor was observed in the vicinity of the sink. Four other parts cleaning sinks, appearing to be working, were observed in another small room off a second servicing area.

A loft, accessed by a wooden stairway, was present above part of the building. The stairway was blocked by stored materials and the loft was unable to be accessed, but it appeared to be used for storage of paper files.

The Garbe's Towing office included a small storage room off the office with numerous shelving units storing assorted automotive parts. One shelving unit contained numerous bottles (1 quart to 1 gallon) of automotive-related chemicals, cleaners, and spray paints.

Adjacent to the north of the 130 Winsor Avenue building were two separately fenced storage yards. The yards were not able to be accessed, but were narrow and were observed from just outside the fences. The yard adjacent to the building was observed to have an asphalt surface and be used for the storage of automobiles and automobile transmissions. Immediately north of the building reportedly was the location of two former USTs. A truck was parked over the reported location so it was not able to be directly observed. Seven 55-gallon drums were observed in the yard adjacent to the building. One drum was labeled as waste oil and a second was labeled as waste antifreeze; the remaining drums were either unlabeled or the labels could not be read. The storage area further north of the building was observed to have a gravel surface and be used for storage of vehicles, including several motorcycles. Minor to moderate staining (likely from vehicle parking) of the asphalt and gravel surfaces of the yards was observed. Additional automotive transmissions were also stored in this lot.

Additional observed site features are listed in Table 3.

**Table 3. Additional Readily Observable Site Features**

| Site Features | | | | Comments |
|---|---|---|---|---|
| Heating/Ventilation/Air Conditioning System | ☒ Natural Gas and/or Electrical<br>☐ Fuel Oil | | | Kerosene heater at 130 Winsor |
| Potable Water Supply | ☒ Municipal | ☐ On-Site Well | | At least one parcel (112/116 North Main) previously had an water supply well |
| Sewage Disposal Syst. | ☒ POTW | ☐ On-Site Septic | | |
| Transformers | ☐ Present<br>☐ PG&E | ☒ Not Observed<br>☐ Privately Owned | | |
| Other Features | ☐ Aboveground Storage Tanks<br>☐ Agricultural Wells<br>☐ Air Emission Control Systems<br>☒ Auto Servicing Areas<br>☐ Boilers<br>☐ Burning Areas<br>☐ Chemical Mixing Areas<br>☐ Chemical Storage Areas<br>☐ Clean Rooms<br>☐ Drainage ditches<br>☐ Elevators<br>☐ Emergency Generators<br>☐ Equipment Maintenance Areas<br>☐ Garbage Disposal Areas<br>☒ HazMat Storage Areas<br>☐ High Power Transmission Lines<br>☐ Hoods and Ducting<br>☐ Ponds or Streams<br>☒ Hydraulic Lifts<br>☐ Petroleum Pipelines<br>☐ Petroleum Wells<br>☒ Railroad Lines<br>☐ Row crops or orchards<br>☐ Stockpiles of soil or debris<br>☐ Sumps or clarifiers<br>☐ Underground storage tanks<br>☒ Vehicle Maintenance Areas<br>☐ Vehicle Wash Areas<br>☐ Waste Water Neutralization Systems<br>☒ Wells | | | 94, 110, and 130 Winsor Avenue<br><br>112/116 North Main Street; 94, 110, and 130 Winsor Avenue<br><br>Hydraulic lifts were above-ground lifts<br><br>Present immediately east of buildings on Winsor Avenue<br><br>94, 110, and 130 Winsor Avenue<br><br>Monitoring wells reported on 112/116 North Main Street |

Note: An unchecked box does not warrant that these features are not present on-site; it only states that these features were not readily observed during our site visit.

## 2.4 Site Vicinity Drive-By Survey

To evaluate adjacent land use, we performed a limited drive-by survey. Our observations are presented in Table 4.

**Table 4. Adjacent Properties**

| Business Name and Address | Direction from Site | Observations |
|---|---|---|
| City of Milpitas Corporation Yards - 120 North Main Street and unknown address on Winsor Avenue | North | Storage yards for City equipment and vehicles |
| Fenced storage yard beneath East Calaveras Blvd. overpass<br><br>Total Transportation and Economy Towing - 87 Winsor Avenue<br><br>The Bible's Way Apostolic Church – 82 North Main Street | South | City of Milpitas storage yard, possibly<br><br>Office building<br><br>Church |
| Vacant lots on either side of East Calaveras Blvd. off-ramp | West | |
| Southern Pacific Railroad tracks | East | Tracks immediately adjacent to back of buildings on Winsor Avenue |

## 2.5 Interviews with Site Tenants

During our site reconnaissance, we contacted Mr. Bruce Pallack of Garbe's Towing and Mr. Doug White for general information regarding past and current site usage. Information obtained based on our conversations is presented throughout the report and is summarized below.

### 2.5.1 Bruce Pallack Interview

Mr. Pallack stated that the tenant of the 130 Winsor Avenue building historically was Milpitas Garage who occupied the site since approximately 1953. Milpitas Garage became Milpitas Transmission approximately 28 years ago. Garbe's Towing occupies only an office in the 130 Winsor Avenue building and the remainder of the building was occupied by Milpitas Transmission. Two USTs, including one waste oil tank, were historically present in the storage yard adjacent to the north of the 130 Winsor Avenue building.

Garbe's Towing has occupied the 112 and 116 North Main Street parcels since the City of Milpitas moved their corporation yard from the property in 1992. Mr. Pallack has worked for Garbe's Towing since 1968. The building on the 112 and 116 North Main Street parcels originally was a blacksmith shop. More recently, the parcels were a City of Milpitas corporation yard. The metal shed on the 112 and 116 North Main Street parcels was used by the City for storage of hazardous materials. The City added two restrooms on to the existing building on the parcels, but skylights were installed incorrectly resulting in water leakage and significant deterioration of the

rooms. A UST was historically present on the southern property boundary of the 112 and 116 North Main Street parcels.

The 110 Winsor Avenue building is the oldest building on the street, constructed as early as 1940. The site used to be owned by Sprekels Sugar; the Winsors purchased the site from Sprekels Sugar. The tenant at 110 Winsor Avenue has occupied the building for approximately one month, using the building to work on an old Grayhound bus. Prior to his occupancy, the building was vacant and prior to that it was occupied by a radio shop. The building is only being leased for a few months by this tenant.

### 2.5.2 Doug White Interview

Mr. White has worked in the 94 Winsor Avenue building for many years. Jerry's Body Shop was his father's business, and it operated at 94 Winsor Avenue since about 1960. Jerry's Body Shop started as an auto body shop where they used paints. Later, auto painting was discontinued and custom sheet metal work for automobiles was initiated. Now custom sheet metal work continues to be performed in the building, but has expanded beyond automobile work. Along with the custom sheet metal for automobiles, Mr. White also expanded the business into air conditioning for automobiles and then into commercial and industrial air conditioning. Coolant for the air conditioning work is not stored in the building but remains on trucks.

## 2.6 Environmental Questionnaires and Property Owner Interviews

Environmental questionnaires were sent to the property owners, Mr. Bob Winsor and Ms. Rose Rodriguez. The information presented on the questionnaire is used to obtain general information regarding past and current site usage. Ms. Rodriguez completed the questionnaire and information obtained is summarized below. The completed questionnaire is presented in Appendix A. Mr. Winsor did not feel he had significant information on the site; he provided limited information regarding the site verbally and requested that further information be obtained from the site tenants. This information was summarized in Section 2.5 above.

### 2.6.1 Rose Rodriguez Questionnaire

Mr. and Mrs. Rodriguez have owned the 86 North Main Street parcel since January 3, 1994. The parcel is 6,180 square feet in area and the residence is 1,297 square feet. The current tenant of the residential structure has lived there since February 1995. Prior to the Rodriguez's purchasing the parcel, it was owned by Mr. and Mrs. Michael Albert Dutra. In addition to the information presented in the questionnaire, Mrs. Rose Rodriguez stated that the house on the parcel had been moved to the site from another location. Based on information contained in documents provided to Mrs. Rodriguez when she purchased the parcel, the house is 78 years old and appears to have been located on the 84 North Main Street parcel for at least 40 years.

2.6.2 Bob Winsor Interview

Mr. Winsor stated that he had inherited the site. His family had owned the site since about 1910. The current site tenants have occupied the site for 30 to 40 years. The City of Milpitas did some work on the 112 and 116 North Main Street parcels with respect to historic USTs. The SCVWD is overseeing UST remediation work on the 130 Winsor Avenue parcel.

Additional information on the site history provided by Mr. Winsor was obtained through review of a report prepared by others for the underground storage tanks (USTs) previously present at 130 Winsor Avenue. As stated by Mr. Winsor and referenced in the report, the 130 Winsor Avenue parcels were historically developed with a loading ramp and facilities for sugar beets. The facilities were operated by Spreckels Sugar Company. The building at 130 Winsor Avenue reportedly was constructed in approximately 1955 and Mr. Winsor believed that two USTs were installed at approximately that time. Mr. Winsor did not believe any other USTs were present on the 130 Winsor Avenue parcels (Hoexter 2004).

## 3.0 HISTORICAL REVIEW

### 3.1 Photograph and Map Review

To evaluate the site history, we reviewed the following.

- Stereo-paired aerial photographs (dated 1939, 1956, 1965, 1982, and 1993) from Environmental Data Resources, Inc. in Southport, Connecticut. The poor quality of the 1982 photograph rendered it useless as a source of historical data.

- USGS 15-minute and 7.5-minute topographic maps (1953, 1961, 1968, 1973, and 1980) from Environmental Data Resources, Inc. in Southport, Connecticut.

- Historic Sanborn fire insurance maps (dated 1893, 1908, 1920, and 1930) obtained from Sanborn Mapping and Geographic Information Service (Sanborn GIS) in Pelham, New York.

The above maps and photographs commonly provide historical information regarding a site including land uses and changes in development over time. Copies of these maps and photographs are presented in Appendix B. The following is a summary of our observations for the site and site vicinity.

#### 3.1.1 Site

3.1.1.1 86 North Main Street (APN 028-24-025)

**1893 through 1930:** The Sanborn maps from this time period showed the parcel to be undeveloped or occupied by a small outbuilding associated with nearby dwellings. A windmill and water tank were shown on the northern property boundary. .

**1939 through 1993:** The 1939 photograph was unclear, however, a building appeared present on the parcel on the 1956 and later aerial photographs. Numerous

trees also were visible. The building appears to be the same residence that is currently present on-site.

3.1.1.2 112 and 116 North Main Street (APNs 028-24-020 and –026)

**1893 through 1920:** A shed was present on the southwestern corner of APN 028-24-026 on the 1920 Sanborn map. An outhouse was also present on the parcel. A residence was depicted on APN 028-14-020. A small outbuilding was also present on this parcel on the 1908 and 1920 Sanborn maps. A windmill and water tank were present on the southern property line.

**1930:** The 1930 Sanborn map showed a blacksmith shop/woodworks building to be present on APN 028-24-026, at the location of the current building. The residence from 1920 remained present on APN 028-24-020 along with a garage.

**1939 through 1993:** What appeared to be the blacksmith shop building remained present through the 1993 photograph. The residence appears to have been removed between 1956 and 1965.

3.1.1.3 94 Winsor Avenue (APN 028-24-014)

**1893 through 1956:** The parcel appeared undeveloped on the 1893 through 1956 maps and photographs.

**1961:** The 1961 topographic map depicted a building present on the parcel.

**1965 through 1993:** These photographs showed what appeared to be the current building present.

3.1.1.4 110 Winsor Avenue (APN 028-24-014)

**1893 through1920:** The parcel was undeveloped on Sanborn maps from this time period.

**1930:** The 1930 Sanborn map showed an elevated platform (elevation indicated as 20 feet) present on this parcel, adjacent to the Southern Pacific Railroad tracks. The platform had an incline up to the structure from the surrounding grade on both the north and south sides, possibly for the loading of rail cars.

**1939 through 1993:** These photographs and topographic maps showed what appeared to be the current building present.

3.1.1.5 130 Winsor Avenue (APN 028-24-014 and -015)

**1893 through 1920:** The parcel was undeveloped on Sanborn maps from this time period.

**1930:** The 1930 Sanborn map showed a portion of the incline present on the north side of the elevated platform located on the 130 Winsor Avenue property.

**1939:** The parcel was undeveloped on the 1939 aerial photograph.

**1956 through 1993:** These photographs and topographic maps showed what appeared to be the current building present. Small items/structures appeared visible in the undeveloped area north of the building on the 1965 through 1993 photographs.

### 3.1.2 Site Vicinity

**1893:** Winsor Avenue was labeled "Oakland Road". Central Pacific Railroad tracks of the Southern Pacific Company were present immediately east of the Winsor Avenue parcels. Milpitas Public School was located adjacent north of 112/116 North Main Street. The immediate vicinity was residentially developed. Land east of the railroad tracks was indicated as "cultivated".

**1908:** Winsor Avenue was labeled "Main (Oakland Rd.)"; North Main Street was unlabeled. The immediate vicinity was residentially developed. Milpitas Public School remained present. Southern Pacific Railroad Tracks were present immediately east of the Winsor Avenue parcels.

**1920 through 1930:** Winsor Avenue was labeled as "Main" and North Main Street was labeled as "Highway". The immediate site vicinity appeared primarily residentially developed. A public school was present adjacent north of 112/116 North Main Street (appearing to be the current Senior Center building); this school building was different from the public school building depicted in 1908.

**1939 through 1965:** The immediate site vicinity was developed with numerous small buildings. Undeveloped land was present east of the railroad tracks on the 1939 photograph, cultivated land was present east of the railroad tracks on the 1956 photograph, and undeveloped land was again present east of the railroad tracks on the 1965 photograph. A creek was visible east of the railroad tracks on the 1939 photograph; remnants of the creek were visible on the 1956 photograph and the creek was not visible on the 1965 photograph. Orchards were present west of North Main Street on the 1939 and 1956 photographs, but were gone by 1965. The public school building adjacent north of 112/116 North Main Street was indicated as City Hall on the 1968 topographic map. The East Calaveras Boulevard overpass was not present, and East Calaveras was present as a surface street further south of the site than the overpass location.

**1968:** The site vicinity appeared generally similar to that observed on previous photographs and maps. The East Calaveras Boulevard overpass was present, as was the off-ramp from East Calaveras Boulevard onto North Main Street.

**1973 through 1993:** The site vicinity appeared primarily commercially/light industrially developed, with the former school building remaining present.

## 3.2 City Directories

Our review of available city directories obtained from Environmental Data Resources, Inc. suggested that past site occupants were primarily light industrial. Listed past site occupants are presented in Table 5, and the city directories report is presented in Appendix C.

**Table 5. Reported Past Site Occupants**

| Year | Occupant |
|---|---|
| *86 North Main Street (APN 028-24-025)* | |
| 1922-1962 | Not listed |
| 1963-1975 | Albert R. Dutra |
| 1986-1991 | Michael Dutra/Dutra Welding and Machine |
| 2000 | Juan Rodriguez |
| *112 and 116 North Main Street (APNs 028-24-020 and –026)* | |
| 1922-1962 | Not listed |
| 1963 | Winsor Brothers Agricultural Implement Company |
| 1964-1996 | Not listed |
| 2000 | Dorothy Winsor |
| 2001 | Not listed |
| *94 Winsor Avenue (APN 028-24-014)* | |
| 1922-1974 | Not listed |
| 1975 | Jerry's Body Shop and Towing Service |
| 1980-1991 | Jerry's Body Shop |
| 1996-2001 | Not listed |
| *110 Winsor Avenue (APN 028-24-014)* | |
| 1922-1985 | Not listed |
| 1986 | Milpitas Radiator |
| 1991-2001 | Not listed |
| *130 Winsor Avenue (APNs 028-24-014 and -015)* | |
| 1922-1974 | Not listed |
| 1975-1980 | Milpitas Transmission Service |
| 1986 | Garbe's Towing/Michael's Transmissions/ Milpitas Transmission Service/Rich Transmissions |
| 1991-2001 | Not listed |

## 3.3 Summary of Previous Phase I Report

To further evaluate the site history, we reviewed and relied upon the information presented in the previous Phase I environmental site assessment report (referenced below) prepared for portions of the site and adjacent properties. This report was obtained from the City of Milpitas, and a copy of the report is presented in Appendix D.

*Phase I Environmental Site Assessment, City of Milpitas Library*, RBF Consulting, January 15, 2004.

Based on the report, it appears that reconnaissance of parcels included in the report was performed from outside the properties only; access into the on-site structures reportedly was not available. Visual inspection of the parcels reportedly revealed substantially stained soils in a vehicle storage area and automobile transmissions stored on racks. A table presented in the report indicated the following items as being observed, but no further details were provided: existing structures, hazardous substances and/or petroleum product containers, aboveground storage tanks (ASTs), USTs or evidence of USTs, pools of liquid likely to be hazardous or petroleum materials, drums, unidentified substance containers, stained soil or pavement, stressed vegetation, wells, and lead-based paint. The report did not clarify the locations of these observations or provide detailed descriptions.

Historical site occupants listed in the report included a blacksmith shop and commercial/auto service uses. The previous Phase I report concluded that the property exhibited characteristics of contamination and recommended performance of a Phase II investigation of the parcels to determine the level of contamination present.

## 4.0 REGULATORY RECORDS

### 4.1 City and County Agencies File Review

To obtain information on hazardous materials usage and storage, we requested readily available information at the Milpitas Building Department (MBD), Santa Clara County Building Department (SCCBD), Milpitas Fire Department (MFD), and Santa Clara County Environmental Health Department (SCCEHD) pertaining to available site addresses (previously presented in Table 1 above). The SCCBD was contacted for possible files since some of the on-site buildings were constructed prior to the incorporation of the City of Milpitas; a representative of the SCCBD stated they had no records going back that far. Information for all site addresses was not available at all agencies. The information made available to us is summarized in Table 6; key documents are included in Appendix E.

**Table 6. Available File Review Information**

| Agency | Date | Entity | Remarks |
|---|---|---|---|
| ***86 North Main Street – APN 028-24-025*** | | | |
| MBD | 12/20/54 | --- | Sewer permit |
| MBD | 11/1/55 | --- | Building permit for house connection to sewer. |
| MBD | 8/26/59 | John Dutra | Housing report indicating building was a wood-frame, seven room residence with a wood foundation. Water and sewer provided by the City. |
| MBD | 5/6/60 | --- | Housing survey report stating that two houses were present. Second house may be referring to house on adjacent parcel at 82 North Main Street. |
| MBD | 7/13/87 | --- | Building permit for residential re-roof. |
| ***112 and 116 North Main Street – APNs 028-24-020 and -026*** | | | |
| MBD | Undated | Winsor Brothers Farm Equipment | Historical photograph showing tenant name and a water tank present on the water tower associated with the current on-site building. |
| MBD | 8/23/54 | Winsor Brothers Agricultural Works and Home | Plumbing permit for sewer installation. |
| MBD | 8/25/54 | Winsor Brothers Agricultural Works and Home | Approval of connection of house sewer to house lateral. |

Continued

## Table 6. Available File Review Information
(continued)

| Agency | Date | Entity | Remarks |
|---|---|---|---|
| ***112 and 116 North Main Street – APNs 028-24-020 and –026*** | | | |
| MBD | 8/17/59 | George and Tom Winsor Machine Shop | Housing survey certificate of occupancy. |
| MBD | 3/20/62 & 1/15/63 | --- | Sanitary inspection form indicating potable water source was a private unapproved well, sewer service was via the sanitary sewer, and garbage service was not provided for the parcel. |
| MBD | 1/18/63 | Winsor Brothers Farm Equipment | Letter resulting from a MFD inspection. Letter stated that burning of combustible waste materials must be permitted and in an approved incinerator. MFD would not issue a permit for the existing incinerator. |
| MBD | 1/14/65 | --- | Fire inspection stating that wiring/fixtures/appliances were substandard and a fire hazard. |
| MBD | 1/15/66 | --- | Sanitary inspection form indicating potable water provided by MCWD, sewer service was via the sanitary sewer, and garbage service was provided by the City. |
| MBD | 4/20/67 | --- | Fire inspection indicating facility had an electric grinder. |
| MBD | 3/2/70 | Milpitas Department of Public Works | Building permit for compressor and heater installation. |
| MBD | 10/20/94 | --- | Building permit for commercial/industrial occupancy |
| ***94 Winsor Avenue (APN –28-24-14)*** | | | |
| SCCEHD | 9/22/92 | Jerry's Body Shop | Notice of inspection indicating the facility was operating as a hazardous waste generator without an EPA identification number, labeling on containers was insufficient, there was no established inspection or training program, and there was no hazardous materials business plan (HMBP). Hazardous materials listed as present on-site were waste paints/thinner. |
| SCCEHD | 9/24/92 | Jerry's Body Shop | Hazardous waste generator permit application for body and fender shop. Generated less than 27 gallons per year of waste paint/thinner. |
| SCCEHD | 10/6/92 – 10/31/97 | Jerry's Body Shop | Environmental health permits indicating hazardous waste generation of less than 100 kilograms per year. |
| SCCEHD | 10/21/99 | Jerry's Body Shop | Data adjustment form noting "business closed". |

Continued

## Table 6. Available File Review Information
(continued)

| Agency | Date | Entity | Remarks |
|---|---|---|---|
| ***110 Winsor Avenue (APN 028-24-014)*** | | | |
| SCCEHD | 9/18/92 – 9/30/95 | Milpitas Radiator and Welding | Environmental health permit listing facility as a generator of less than 5 tons of hazardous waste per year. |
| SCCEHD | 9/3/92 | Milpitas Radiator and Welding | Hazardous waste generator permit application indicating facility generates less than 5 tons of waste per year. Waste generated included spent antifreeze (110 gallons), sludge (75 gallons), and solder dross tin/lead (10 gallons). |
| SCCEHD | 9/3/92 | Milpitas Radiator and Welding | Notice of inspection listing violation for not having an EPA identification number, having waste accumulating on site for more than 90 days, improper labeling, open containers, lack of inspection program, no HMBP, and improper manifest records. Sludge from "ultrasonic cleaner" and "tank tester" reportedly were stored at the facility for more than two years. The following hazardous wastes were observed at the facility: two 30-gallon and three 5-gallon containers of sludge, one 55-gallon drum of spent antifreeze, and one 5-gallon container of waste oil. Spent antifreeze recycler used by facility may not have been adequately permitted by California Department of Toxic Substances Control. |
| SCCEHD | 9/21/92 | Milpitas Radiator and Welding | Notice of violation for violations outlined in 9/3/92 inspection. |
| SCCEHD | 8/11/98 | Milpitas Radiator | Official notice of inspection indicating no hazardous waste records available and that no waste was stored at facility at the time of inspection. Last waste removal from facility reportedly was two years prior. |
| File information at SCCEHD not yet available. | | | |
| ***130 Winsor Avenue (APNs 028-24-014 and -015)*** | | | |
| SCCEHD | 8/26/92 | Milpitas Transmission | Notice of inspection listing violations for improper/no labeling, open waste containers, no weekly inspections, no training program, an incomplete HMBP, and no testing of emergency equipment. |

Continued

## Table 6. Available File Review Information
(continued)

| Agency | Date | Entity | Remarks |
|---|---|---|---|
| ***130 Winsor Avenue (APNs 028-24-014 and -015)*** | | | |
| SCCEHD | 9/2/92 | Milpitas Transmission | Notice of violation for violations outlined in 8/26/92 inspection. |
| SCCEHD | 8/31/92 – 8/31/95 | Milpitas Transmission | Environmental health permit listing facility as a generator of less than 5 tons of hazardous waste per year. |
| SCCEHD | 8/26/93 | Milpitas Transmission | Hazardous waste generator permit application. Hazardous wastes listed included 400 gallons of waste oil, 96 gallons of solvent/parts cleaner, 47 gallons of liquid from spray washer, and 3 gallons of sludge from spray washer. |
| SCCEHD | 8/11/98 | Milpitas Transmission | Notice of inspection indicating weekly monitoring of waste oil storage area was needed. Hazardous wastes indicated as present at facility were two 55-gallon drums and three 30-gallon drums of unlabeled waste oil. |
| SCCEHD | 10/11/00 | Milpitas Transmission | Hazardous waste generator permit application for a transmission shop. Hazardous waste included 400 gallons of waste oil, 299 gallons of Safety Kleen solvent, and 50 gallons of parts washer. All wastes reportedly disposed off-site. |
| SCCEHD | 12/22/00 | Milpitas Transmission | Notice of inspection indicating two 55-gallon drums of waste oil and Safety Kleen solvents present at facility. Drums were not labeled. |
| MFD | 2003 | Milpitas Transmission | HMBP indicating facility generated less than 55 gallons/500 pounds/200 cubic feet of hazardous waste annually. No USTs reported present on the parcel. Hazardous waste generated limited to 30 gallons of waste oil stored in a drum. Hazardous materials present at the facility included 140 cubic feet of acetylene, 55 gallons of motor oil, 55 gallons of kerosene, 250 cubic feet of oxygen, 55 gallons of transmission fluid, and 14½ gallons of cleaning solvent. All the hazardous materials were reported to be stored in drums and cylinders, with the exception of the cleaning solvent stored in "other", (likely the parts cleaning sinks). |
| MFD | 8/6/03 | Milpitas Transmission | Hazardous materials permit inspection report indicating that waste oil drums needed to be labeled and that the kerosene needed to be grounded when it was transferred from one container to another. |

## 4.2 Regulatory Agency Database Report

During this study, a regulatory agency database report was obtained and reviewed to help establish whether contamination incidents have been reported on the site or in the site vicinity. A list of the database sources reviewed, a detailed description of the sources, and a radius map indicating the location of the reported facilities relative to the project site are presented in Appendix G.

Several on-site facilities were listed in the regulatory agency database report. A summary of these listings is presented in Table 7.

**Table 7. On-Site Reported Hazardous Materials Spills and Releases**

| Facility | Map ID No. | Address | Remarks |
|---|---|---|---|
| Michael's Auto Repair | A1 | 130 Winsor Avenue | On CA FID UST database as an active UST location (likely the removed UST). |
| Michael's Auto Repair | A2 | 130 Winsor Avenue | On Historic UST database as having one UST previously present. |
| Milpitas Transmission | A3 | 130 Winsor Avenue | On LUST and Cortese databases for a release of gasoline to ground water from a leaking UST. Preliminary assessment performed in March 1994. Maximum methyl tertiary butyl ether (MTBE) concentration in ground water reported as 5 parts per billion (ppb).<br><br>On Haznet database for recycling oil/water separator sludge (likely sludge from parts cleaning sinks). |
| Old Corporation Yard | B4 | 116 N. Main Street | On Cortese database for a leaking UST. |
| City of Milpitas Corporation Yard | B10 | 116 N. Main Street | On CA FID UST database as an active UST location (listing created in October 1993). |
| City Corporation Yard | B11 | 116 N. Main Street | On Historical UST database as having one UST previously present. |
| Old Corporation Yard | B12 | 116 N. Main Street | On LUST database for a release of gasoline to ground water from a leaking UST. Remediation performed in 1991. Maximum MTBE concentration in ground water reported as 27 ppb. Case closed on April 11, 2001. |

The adjacent Milpitas Senior Center at 160 N. Main Street also was listed as a closed fuel leak case. There were no other reported off-site hazardous materials spills or releases in the immediate site vicinity appearing to have a potential to significantly impact the site. The potential for site impact was evaluated based on information in the database records regarding the type of release, current case status, and distance and direction from the site.

## 4.3 SCVWD File Review

To further evaluate the reported leaking USTs on-site, we reviewed and relied upon information presented in documents that were obtained from the SCVWD website. Copies of the referenced documents are attached in Appendix G.

### 4.3.1 112 and 116 North Main Street (APNs 028-24-020 and –026)

Information regarding the former UST on the 112 and 116 North Main Street property was obtained from the SCVWD case closure report prepared for the site (SCVWD 2001). One 260-gallon gasoline UST reportedly was removed from the 112 and 116 North Main Street parcels in August 1990. Verification sampling beneath the former UST indicated the presence of impacted soil and subsequently an unknown volume of impacted soil was removed from the excavation. Between 1990 and 1998, additional soil and ground water quality evaluation was performed for the former UST on 112 and 116 North Main Street as well as for a UST removed from the adjacent City of Milpitas property at 160 North Main Street. Three monitoring wells (MW-1 [later replaced by MW-1R] and MW-3) were installed in the vicinity of the former UST; four additional monitoring wells were installed on the senior center property and in a parking lot to the northwest (down-gradient). Based on analytical data from further soil and ground water sampling, additional impacted soil was excavated from adjacent to the tank pit in April 1998. Following the additional excavation, oxygen-releasing compound was placed at the base of the excavation and the excavation was backfilled with clean fill.

Residual contaminant concentrations in soil from in or near the tank excavation walls following the additional excavation were reported to be 80 parts per million (ppm) total petroleum hydrocarbons as gasoline (TPHg), 0.27 ppm benzene, 1.45 ppm ethylbenzene, 0.094 ppm xylenes, and no detectable MTBE in 1998 and 1999.

Oxygen releasing compound was also placed in monitoring well MW-1R (located approximately 25 feet north of the former UST) in 1999. Residual contaminant concentrations in ground water from monitoring well MW-1R were reported to be 480 ppb TPHg, 72.6 ppb benzene, 3.3 ppb toluene, 13.4 ppb ethylbenzene, 31 ppb xylenes, and 16.4 ppb MTBE during sampling in 2000.

Based on the most recent analytical data from soil and ground water sampling, the SCVWD concluded that the majority of the residually-impacted media had been removed and that natural attenuation would continue to decrease residual petroleum hydrocarbon concentrations in both soil and ground water. Although residual contamination remains on-site, the SCVWD stated that the concentration levels were below "regulatory concern". On April 11, 2001, the SCVWD stated that no further corrective action was required and that the corrective action did not need to be reviewed if the land use changed.

No information was provided regarding whether the two remaining on-site monitoring wells were appropriately abandoned.

### 4.3.2 130 Winsor Avenue (APNs 028-24-014 and –015)

Information regarding the former USTs on the 130 Winsor Avenue property was obtained from the most recent report prepared for the site (Hoexter Consulting, Inc. 2004). Two USTs reportedly were previously present on the 130 Winsor Avenue property, adjacent to the existing building. A 300-gallon waste oil UST and a 1,000-gallon gasoline UST reportedly were removed in March 1994. Impacted soil around the tank pits was encountered during removal activities and approximately 20 to 25 cubic yards of impacted soil (to an estimated depth of 7 feet) reportedly were removed. The excavations were backfilled in November 1997.

Soil and ground water quality investigation was performed in 1996 and one ground water monitoring well (MW-1) was installed within 10 feet west of the former location of the USTs. Impacted soil and ground water reportedly were primarily encountered immediately north and west of the former USTs. In soil samples, TPHg reportedly was detected at up to 350 ppm, TPHd was detected at up to 3,900 ppm, kerosene was detected at 390 ppm (stockpile sample), and motor and hydraulic oils were detected at concentrations of up to 6,600 ppm. Impacted soil reportedly was detected at depths of up to 16 feet. Halogenated volatile organic compounds (VOCs) and semi-volatile organic compounds (semi-VOCs) reportedly were not detected; benzene, toluene, ethyl benzene, and xylenes (BTEX) concentrations reportedly were low to non-detectable. In ground water samples, TPHg reportedly was detected at up to 1,500 ppb (MW-1); benzene was detected at up to 14 ppb (MW-1); diesel, kerosene, and hydraulic oil were detected at up to 48,000 ppb, and concentrations of chlorobenzene (up to 19 ppb), 1,2-dichlorobenzene (up to 1.1 ppb), 1,2-dichloroethane (up to 74 ppb), vinyl chloride (up to 17 ppb), tetrachloroethene (PCE) (up to 2.9 ppb), and bis-(2-ethylhexyl) phthalate (up to 18 ppb) were reportedly detected.

Additional soil and ground water quality investigation was performed in 2003, to further characterize the extent of impacted soil and ground water. Up to 350 ppm TPHg was detected between the former location of the USTs and the on-site building; up to 430 ppm TPHd, 160 ppm kerosene, and 1,200 ppm hydraulic/motor oil were detected in soil borings near the tank pit. Contaminants were detected in soil at depths of up to 14 feet and at a distance of up to 60 feet north of the former tanks. VOCs and semi-VOCs reportedly were not detected in soil samples analyzed.

Petroleum hydrocarbon contaminants in ground water samples collected from monitoring well MW-1 and numerous exploratory borings included up to 7,300 ppb TPHg, up to 150 ppb benzene, up to 130,000 ppb motor oil, up to 40,000 ppb kerosene, and up to 80,000 ppb TPHd. MTBE was reported at low to non-detectable concentrations. Hydrocarbon-impacted ground water appeared to be confined to the shallow water-bearing zone, at distances of up to 80 feet west of the former excavation.

VOC contaminants in ground water samples collected from the same locations included up to 16 ppb chlorobenzene, 0.76 ppb 1,2-dichlorobenzene, and 5.6 ppb 1,2-dichloroethane. VOCs were detected in ground water as far as 120 feet northwest of the former tank. Isoconcentration maps showing the extent of the impacted ground water are included with the report in Appendix G.

The report concluded that the hydrocarbons detected in soil and ground water were attributable to releases from the former USTs, which likely were used for diesel as well as gasoline and motor oil. VOCs detected in ground water were attributed to likely releases from solvent use on-site over the last 50 years. The report recommended that further site characterization, including installation and quarterly sampling of ground water monitoring wells, be performed.

## 5.0 CONCLUSIONS

### 5.1 Historical Summary

5.1.1 86 North Main Street (APNs 028-24-025)

Prior to the 1950s, the 86 North Main Street parcel appears to have been undeveloped or occupied by an outbuilding associated with nearby residences. By 1956 a residence appeared constructed on-site or was moved to the site from another location. Although the parcel appears to have had a primarily residential history, Dutra Welding and Machine was reported as a tenant of the parcel from 1986 through 1991. This business was presumably a small operation, possibly operating out of the small shed at the southeast corner of the site. Current tenants of the parcel use the site as a residence.

5.1.2 112 and 116 North Main Street (APNs 028-24-020 and –026)

Based on site history information provided by Mr. Bob Winsor, current property owner of APNs 028-24-014, -015, -020, and –026, some or all of the site parcels historically were owned by Spreckels Sugar Company. Mr. Winsor believed his family purchased the parcels from Spreckels Sugar Company in approximately 1910.

By 1893, the 112 and 116 North Main Street parcel was developed with a residence and several smaller outbuildings. The residence remained present on the parcels until the late 1950s or early 1960s. A blacksmith/woodworks shop was constructed on-site in the late 1920s and the building remaines on-site to the present time. Winsor Brothers' Agricultural Implement Company and machine shop operated on the property during the 1950s and 1960s and the City of Milpitas used the property as a corporation yard during the 1970s through 1992. Currently, the former blacksmith shop building and adjacent parking lots are used for storage by Garbe's Towing and automobile/tow truck parking by both Garbe's Towing and Economy Towing.

5.1.3 94 Winsor Avenue (APN 028-24-014)

The 94 Winsor Avenue portion of APN 028-24-014 appears to have been undeveloped until construction of the current building in the late 1950s. Jerry's Body Shop operated on the property from about 1960 through the late 1990s/early 2000s. The 94 Winsor Avenue building is currently used as a custom sheet metal fabrication and air conditioning contractor facility by Mr. Doug White.

5.1.4 110 Winsor Avenue (APN 028-24-014)

The 110 Winsor Avenue portion of APN 028-24-014 was undeveloped prior to 1930. A 1930 Sanborn fire insurance map depicted an elevated platform associated with the adjacent railroad lines, likely for unloading sugar beets from rail cars for Spreckels Sugar Company. The elevated platform was either removed or converted into what appeared to be the current building sometime in the 1930s. The 110 Winsor Avenue building reportedly was the first building constructed on Winsor Avenue. The building previously housed a radio shop, was occupied by Milpitas Radiator and Welding from at least 1986 through 1998, and is currently being used by an individual who is restoring a Grayhound bus.

5.1.5 130 Winsor Avenue (APNs 028-24-014 and -015)

The 130 Winsor Avenue property was undeveloped prior to 1920. A portion of the ramp for the elevated platform present on 110 Winsor Avenue was present on the property during the 1930s, but by the late 1930s the property again appeared vacant. The current building reportedly was constructed in the mid-1950s. Milpitas Garage, an automotive repair facility, was the first building tenant and changed its name to Milpitas Transmission in the 1970s. Garbe's Towing began as a tenant of 130 Winsor Avenue in the late 1960s/early 1970s, maintaining an office in the building. Other 130 Winsor Avenue tenants have included Michael's Transmissions and Rich Transmissions, reportedly occupying the site during the 1980s. The current building tenants are Milpitas Transmission, performing auto transmission repair/servicing, and Garbe's Towing, utilizing office space in the building.

## 5.2 Hazardous Materials Storage and Use

5.2.1 86 North Main Street (APNs 028-24-025)

Although this parcel has a mainly residential history, review of city directories for the parcel revealed Dutra Welding and Machine as a tenant of the parcel from 1986 through 1991. No further information on this tenant was available, but small quantities of hazardous materials may have been used. No evidence of significant hazardous material impact to the site was observed during our site visit.

Small quantities of household hazardous materials, including gasoline, oil, paint, automotive batteries, and fertilizer, were observed stored in the shed and on the asphalt driveway and concrete patio at the time of our reconnaissance. We recommend that all hazardous materials be appropriately disposed prior to the property transfer.

5.2.2 112 and 116 North Main Street (APNs 028-24-020 and –026)

Mr. Pallack of Garbe's Towing stated that the shed located on the parcels previously was used by the City of Milpitas to store unspecified hazardous materials. Historic tenants, Winsor Brothers' Agricultural Implement Company and machine shop and the blacksmith/woodworks shop, may have used hazardous materials on-site, including heavy metals, petroleum fuels, paints, stains, and/or oil. A gasoline UST was previously present and was removed from the property in 1990. An unpermitted incinerator reportedly was used for burning unspecified combustible waste materials

by the Winsor Brothers in the 1960s. Details regarding impact to the 112 and 116 North Main Street parcels from the former UST are presented in Section 5.3.1 below.

Small quantities of household and commercial hazardous materials, including paint, automotive and forklift batteries, household cleaners, weed killer, and automotive chemicals, were observed stored in the 112/116 North Main Street building and on the soil adjacent to the parking lot at the time of our reconnaissance. Moderate corrosion of the concrete floor adjacent to the forklift batteries and mild staining of the concrete floor in other building locations was observed. No evidence of significant hazardous material impact to the site was observed during our site visit, however, because of the long history of commercial/industrial use of the parcel, consideration should be given to the collection and analysis of near-surface soil samples to evaluate baseline conditions. For a further degree of comfort, collection and analysis of ground water samples from the existing wells should be performed to evaluate current ground water quality.

We recommend that all hazardous materials be appropriately disposed prior to the property transfer.

5.2.3 94 Winsor Avenue (APN 028-24-014)

Jerry's Body Shop was the only historic tenant listed for the 94 Winsor Avenue building in the sources reviewed. Storage and/or use of hazardous materials by Jerry's Body Shop reportedly was limited to small quantities of automotive paints and thinners. SCCEHD inspection records for Jerry's Body Shop during the 1990s documented violations for improper hazardous materials labeling, lack of training and inspection programs, and no EPA hazardous waste generator identification number or HMBP.

Small quantities of hazardous materials, including oil, automotive chemicals, and propane, were observed stored in the 94 Winsor Avenue building at the time of our reconnaissance. No evidence of significant hazardous material impact to the site was observed during our site visit. We recommend that all hazardous materials be appropriately disposed prior to the property transfer.

Due to the long history of automotive service related activity at the parcel, collection and analysis of soil and ground water samples to establish baseline conditions prior to purchasing the property is recommended.

5.2.4 110 Winsor Avenue (APN 028-24-014)

Review of city directories and SCCEHD documents for the parcel revealed Milpitas Radiator and Welding as a tenant of the parcel from at least 1986 through 1998. Milpitas Radiator and Welding reportedly generated small quantities of waste antifreeze, sludge from radiator cleaning, and solder dross. SCCEHD inspection records for the facility during the 1980s documented violations for improper hazardous materials labeling, lack of training and inspection programs, open containers, and no EPA hazardous waste generator identification number or HMBP. No information on the former radio shop tenant was available.

Small quantities of household and commercial hazardous materials, including automotive and cleaning chemicals, diesel, and kerosene, were observed stored on a mobile shelving unit within the 94 Winsor Avenue building at the time of our reconnaissance. No evidence of significant hazardous material impact to the site was observed during our site visit. We recommend that all hazardous materials be appropriately disposed prior to the property transfer.

Due to the long history of commercial/industrial activity at the parcel, collection and analysis of soil and ground water samples to establish baseline conditions prior to purchasing the property is recommended.

5.2.5 130 Winsor Avenue (APNs 028-24-014 and -015)

Automotive repair facilities reportedly have occupied the 130 Winsor Avenue building and adjacent fenced storage yards since its construction in the early- to mid-1950s. Hazardous materials records for Milpitas Transmission were available at the SCCEHD and listed hazardous materials used at the facility as small to moderate quantities of oil and waste oil, solvent/parts cleaner, waste solvent/sludge, acetylene, kerosene, compressed oxygen, and transmission fluid. SCCEHD inspection records reveal repeated hazardous materials violations including improper/lack of labeling, open waste containers, lack of inspection and training program, and no HMBP. One waste oil UST and one gasoline UST were previously present in the fenced storage yard adjacent to the 130 Winsor Avenue building. The USTs were removed from the property in 1994. Details regarding impact to the 130 Winsor Avenue property from the former USTs are presented in Section 5.3.2 below.

Numerous soil and ground water samples have been collected to evaluate the extent of impacted soil and ground water resulting from the previous USTs. In addition to the petroleum hydrocarbons detected in soil and ground water on the parcels, VOCs also were found, often at concentrations exceeding drinking water MCLs. A previous report summarizing the analytical data from these investigations stated that the VOCs could be attributed to long-term solvent use at the facilities operating on the parcel.

At the time of our site reconnaissance, small to moderate quantities of motor oil, transmission fluid, kerosene, antifreeze, paint, automotive batteries, and other assorted automotive and cleaning chemicals were observed on shelves and the concrete floor of the building; 55-gallon drums of waste motor oil and waste antifreeze, as well as five other unlabeled drums, were observed on the asphalt surface of the fenced storage lot adjacent to the building. In addition to the hazardous materials observed, one broken and four operating parts cleaning sinks were observed within the facility. Minor to moderate staining of the concrete floor within the building was observed; significant staining of the concrete floor in the immediate vicinity of the broken parts cleaning sink also was observed. We recommend that all hazardous materials be appropriately disposed prior to the property transfer.

We recommend the collection and analysis of soil samples beneath the concrete slab in the vicinity of the broken parts sink for petroleum hydrocarbons and VOCs. Near-surface soil samples also should be collected from stained areas of the fenced storage yard to evaluate baseline shallow soil quality.

## 5.3 Historic USTs

5.3.1 112 and 116 North Main Street (APNs 028-24-020 and –026)

One 260-gallon gasoline UST was removed from the 112 and 116 North Main Street parcels in August 1990. Verification sampling beneath the former UST indicated the presence of impacted soil; some impacted soil was removed. Soil and ground water quality characterization, including the installation of ground water monitoring wells, and remediation of impacted soil and ground water through the use of oxygen-releasing compound (ORC) was performed under the oversight of the SCVWD. Based on the most recent analytical data, the SCVWD stated on April 11, 2001 that no further corrective action was required and that the corrective action did not need to be reviewed if the land use changed.

Although the former fuel leak on the parcel has been granted no further action status by the SCVWD, residually impacted soil and ground water appears to remain in the vicinity of the former UST.

Two ground water monitoring wells appear to remain present on the 112 and 116 North Main Street parcels. These wells were not observed at the time of reconnaissance; they likely were present beneath the numerous parked vehicles. Prior to development of the parcels, the wells should be located and appropriately abandoned in accordance with applicable regulatory agency requirements.

5.3.2 130 Winsor Avenue (APNs 028-24-014 and -015)

One 300-gallon waste oil UST and one 1,000-gallon gasoline UST were removed from the storage yard adjacent to the 130 Winsor Avenue building in March 1994. Impacted soil around the tank pits was encountered and several soil and ground water quality investigations have been performed to define the lateral and vertical extent of contamination. The 130 Winsor Avenue property is currently an open fuel leak case with the SCVWD. Impact to soil and ground water on and down-gradient from the parcels has been documented. The extent of impacted soil and ground water appears limited mainly to the area near the USTs and adjacent storage yard; some migration beneath Winsor Avenue is also evident. The SCVWD likely will require further characterization, including installation and quarterly sampling of several ground water monitoring wells. Additional soil excavation and/or ground water remediation also may be required. Future parking facilities are planned on this portion of the site. The planned development should be coordinated with any required future monitoring or remediation activities. The presence of the detected residual petroleum hydrocarbons and VOCs does not appear to pose a significant threat to human health based on the planned use of the parcel. However, the impacted soil and ground water will result in the need for additional coordination and, to some extent, increase development costs.

## 5.4 Water Supply Well

Based on historic data, it appears that a water supply well historically was located on the 112 and 116 North Main Street parcels. The well is no longer visible on the parcels, but no documentation of its appropriate destruction was present in available regulatory agency files. After the property has been cleared of vehicles and other

surface metal, we recommend that a geophysical survey be performed of the portion of the site where the water tank appeared to be depicted on the Sanborn maps, to ascertain whether the steel well casing remains present. If it is located by the geophysical survey or during subsequent site development activities, the well must be properly abandoned in accordance with applicable regulations.

## 5.5 Rail Lines

Railroad tracks are present immediately adjacent to the site parcels on Winsor Avenue. Impacted soil near the railroad tracks may be present. Assorted chemicals historically have been used for dust suppression and weed control along rail lines. We recommend evaluating soil quality in areas of the site that border the tracks.

## 5.6 Asbestos

Due to the age of the on-site buildings, asbestos-containing materials (ACMs) may be present. Since demolition of the buildings is under consideration, an asbestos survey must be conducted under National Emissions Standards for Hazardous Air Pollutants (NESHAP) guidelines. In addition, NESHAP guidelines require that all potentially friable ACM be removed prior to building demolition or renovation that may disturb the ACM.

## 5.7 Lead-Based Paint

Based on the age of the on-site buildings, lead-based paint may be present. If lead-based paint is still bonded to the building materials, its removal is not required prior to demolition. It will be necessary, however, to follow the requirements outlined by Cal/OSHA Lead in Construction Standard, Title 8, California Code of Regulations (CCR) 1532.1 during demolition activities; these requirements include employee training, employee air monitoring, and dust control. If lead based paint is peeling, flaking or blistered, it should be removed prior to demolition. It is assumed that such paint will become separated from the building components during demolition activities; thus, it must be managed and disposed as a separate waste steam. Any debris or soil containing lead paint or coating must be disposed at landfills that are permitted to accept the waste being disposed.

Currently and historically exposed soil in the immediate vicinity of the buildings present on the site now, as well as buildings present on the site in the past, may be impacted with lead from flaking lead-based paint. For a further degree of comfort, we recommend the collection and analysis of near-surface soil samples from areas adjacent to current and historic buildings for lead.

## 5.8 Fluorescent Light Ballasts and Tubes

Fluorescent lights were observed on-site. Fluorescent light ballasts manufactured before 1978 may contain PCBs. Ballasts manufactured after January 1, 1978 should not contain PCBs and are required by law to contain a label that states that no PCBs are present within the units. Fluorescent light tubes also may contain mercury. The Department of Toxic Substances Control (DTSC) considers these wastes Universal Wastes. Universal Wastes are lower risk hazardous wastes that require proper disposal and handling. Disposal at an appropriate recycling facility is encouraged.

## 5.9 Urban Runoff Pollution Prevention Program

The Urban Runoff Pollution Prevention Program, also called the Non-Point Source Program, was developed in accordance with the requirements of the 1986 San Francisco Bay Basin Water Quality Control Plan to reduce water pollution associated with urban storm water runoff. This program was also designed to fulfill the requirements of the Federal Clean Water Act, which mandated that the EPA develop National Pollution Discharge Elimination system (NPDES) Permit application requirements for various storm water discharges, including those from municipal storm drain systems and construction sites.

Construction activity resulting in a land disturbance of 1 acre or more, or less than 1 acre but part of a larger common plan of development or sale, must obtain a Construction Activities Storm Water General Permit. A Notice of Intent (NOI) and Storm Water Pollution Prevention Plan (SWPPP) must be prepared prior to commencement of construction.

## 5.10 Soil and Ground Water Management Plan

Based on the long commercial/industrial history of the site, unexpected buried structures, debris, or impacted soil and ground water may be encountered during site development activities; impacted soil and ground water are known to exist near the former USTs. These materials may require special handling and disposal. To limit construction delays, we recommend that a Soil and Ground Water Management Plan be developed to establish management practices for handling these materials/structures if encountered.

## 5.11 Environmental Attorney

The past tenants and the current property owner are presently responsible for characterizing and, if required, remediating the fuel and VOC release at the 130 Winsor Avenue site. Consideration should be given to retaining an environmental attorney to assist the City in developing at appropriate purchase agreement for this parcel. The tenants and property owner should retain responsibility for future environmental work at the site. Alternatively, the City should be appropriately compensated for the cost and risk associated with purchasing this impacted property. These recommendations may also apply to other parcels if, through the performance of the recommended additional work, they are determined to be impacted.

# 6.0 LIMITATIONS

As with all site assessments, the extent of information obtained is a function of client demands, time limitations, and budgetary constraints. Our conclusions and recommendations regarding the site are based on readily observable site conditions, review of readily available documents, maps, aerial photographs, and data collected and/or reported by others. Due to poor or inadequate address information, the regulatory agency database report listed several sites that may be inaccurately mapped or could not be mapped; leaks or spills from these or other facilities, if nearby, could impact the site. As directed by you, we are relying on information presented in reports provided to us by you or your representative. We are not responsible for the accuracy of information or data presented by others.

Because publicly available information often cannot affirm the presence of recognized environmental conditions, there is the possibility that such conditions exist. Our conclusions and recommendations in this site assessment are qualified in that no soil, ground water, air, or building material analyses were performed. Sampling and analysis lead to a more reliable assessment of environmental conditions, conditions that often cannot be noted from typical Phase I activities. Should you desire a greater degree of confidence, these samples should be obtained and analyzed to further evaluate environmental conditions

This report was prepared for the use of the City of Milpitas. We make no warranty, expressed or implied, except that our services have been performed in accordance with environmental principles generally accepted at this time and location.

## 7.0 REFERENCES

California Environmental Management Service Company. *Work Plan for Initial Plume Definition, Milpitas Transmission*. August 15, 2002.

Hoexter Consulting, Inc. *Initial Plume Definition for Milpitas Transmission*. February 13, 2004.

Santa Clara Valley Water District. *Fuel Leak Site Case Closure*. April 11, 2001.

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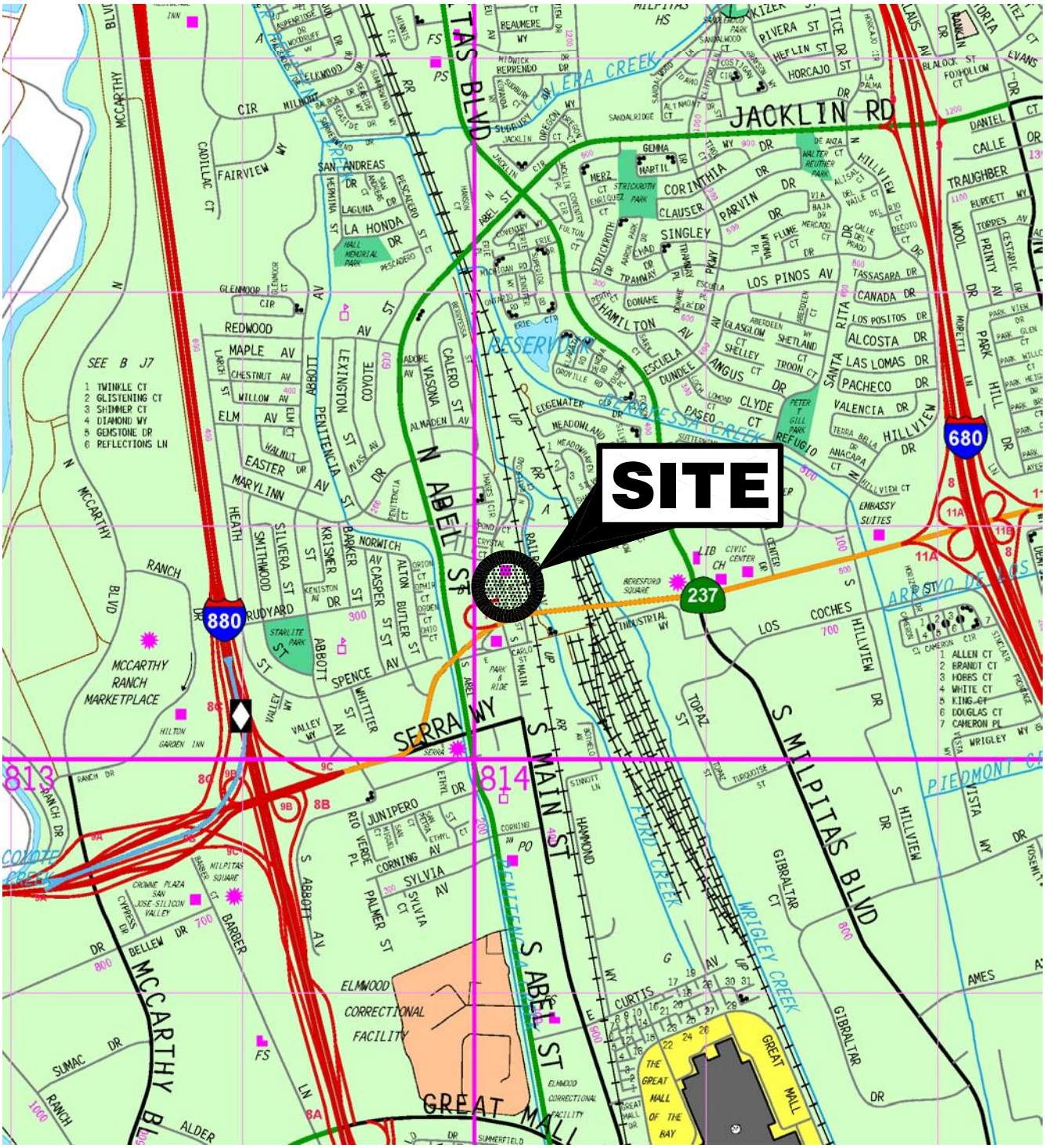




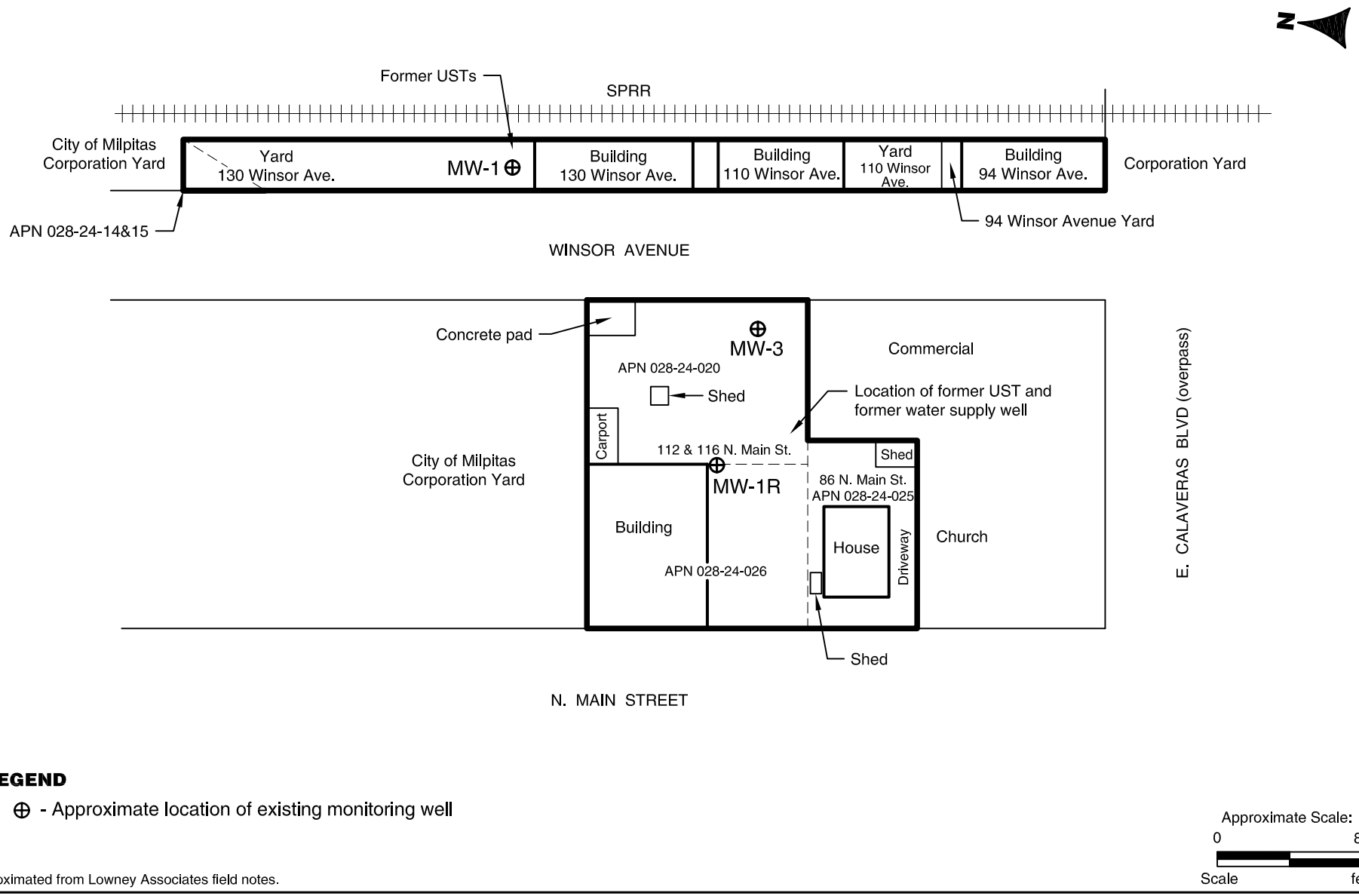

4/04*EB

## VICINITY MAP

PROPOSED MILPITAS LIBRARY EXPANSION PARCELS
Milpitas, California

LOWNEY ASSOCIATES
Environmental/Geotechnical/Engineering Services

**FIGURE 1**
692-15




**LEGEND**

⊕ - Approximate location of existing monitoring well

Approximate Scale:
0 80
Scale feet

Base approximated from Lowney Associates field notes.

4/04*EB

## SITE PLAN

PROPOSED MILPITAS LIBRARY EXPANSION PARCELS
Milpitas, California

LOWNEY ASSOCIATES
Environmental/Geotechnical/Engineering Services

**FIGURE 2**
692-15